

PRELIMINARY REPORT

2015: D1-D14 – *East Harris County*

APPLICANT: Edminster Hinshaw Russ and Associates, Inc. (EHRA), on behalf of the Harris County Public Infrastructure Department (HCPID)

KEY MAP: 300, 339, 378-380, 418-419,
457-459

JURISDICTION: City of Houston ETJ

LAMBERT: 5960, 5961, 6060-6065, 6163,
6165-6170, 6265, 6267-6269,

DISTRICT/PRECINCT: City Council: N/A
Harris County Pct.: 1, 2
Liberty County Pct.: 3, 4

PROPOSAL:

Edminster Hinshaw Russ and Associates, Inc. (EHRA), on behalf of the Harris County Public Infrastructure Department (HCPID), is requesting the following amendments to the Major Thoroughfare and Freeway Plan (MTFP):

	ID	STREET NAME	STREET SEGMENT	AMENDMENT REQUEST
D	1.	Adlong Johnson Road	Houston ETJ to E. Lake Houston Parkway	Add Adlong Johnson Road between the Houston ETJ and E. Lake Houston Parkway as a Major Thoroughfare (T-4-100)
	2.	Wolf Trot Road	E. Lake Houston Parkway to Houston ETJ	Delete Major Thoroughfare Wolf Trot Road between E. Lake Houston Parkway and the Houston ETJ
	3.	Ramsey Road	Foley Road to E Lake Houston Parkway	Add Ramsey Road between Foley Road and E Lake Houston Parkway as a Major Thoroughfare (T-4-100)
	4.	Lord Road	Adlong Johnson Road to Houston ETJ	Add Lord Road between Adlong Johnson Road and the Houston ETJ as a Major Collector (MJ-4-80)
	5.	Foley Road	E. Lake Houston Parkway to Houston ETJ	Realign and reclassify Foley Road between E. Lake Houston Parkway and Adlong Johnson Road from a 100' right-of-way Major Thoroughfare (T-4-100) to an 80' right-of-way Major Collector (MJ-4-80).
	6.	Miller Wilson Road	Clara Road to Foley Road	Realign Major Thoroughfare Miller Wilson Road between Clara Road and Foley Road
	7.	Golf Club Drive	Foley Road to S. Diamondhead Boulevard	Reclassify Golf Club Drive between Foley Road and S. Diamondhead Boulevard from a Major Thoroughfare (T-4-100) to a Major Collector (MJ-4-100)
	8.	Golf Club Drive	S. Diamondhead Boulevard to Via Dora Drive	Add Golf Club Drive between S. Diamondhead Boulevard and Via Dora Drive as a Major Thoroughfare (T-4-100)
	9.	Via Dora Drive	S. Diamondhead Boulevard to Houston ETJ	Realign and extend Major Thoroughfare Via Dora Drive between S. Diamondhead Boulevard and Beaumont Highway/ City of Houston ETJ
	10.	Crosby Town Center Boulevard	Via Dora Drive to E. Lake Houston Parkway	Delete Major Thoroughfare Crosby Town Center Boulevard between Via Dora Drive and E. Lake Houston Parkway

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	ID	STREET NAME	STREET SEGMENT	AMENDMENT REQUEST
	11.	Street "A"	Via Dora Drive to FM 2100	Add Street "A" between Via Dora Drive and FM 2100 as a Major Collector (MJ-4-80)
	12.	Miller Road No. 3	Miller Road No. 1 to San Jacinto River	Delete Major Thoroughfare Miller Road No. 3 between Miller Road No. 1 and the San Jacinto River
	13.	Miller Road No. 1	Miller Road No. 3 to Sheldon Road	Add Miller Road No. 1 between Miller Road No. 3 and Sheldon Road as a Major Thoroughfare (T-4-100)
	14.	Wallisville Road	Sheldon Road to San Jacinto River	Delete Major Thoroughfare Wallisville Road between Sheldon Road and San Jacinto Road

BACKGROUND INFORMATION:

In June 2014, the HCPID hired EHRA to complete a comprehensive study of thoroughfare needs within and around Barrett Station, located in an unincorporated area in eastern Harris County, Precinct 2. Harris County, Precinct 2 recognizing that development trends, particularly due to the final routing of the Grand Parkway through adjoining Liberty County, may bring new mobility pressures to bear on this area. Since the Barrett Station area is outside of the Extra Territorial Jurisdictions of Houston and Baytown, there are currently no officially designated thoroughfares in this community.

The study resulted in recommendations for thoroughfare alignments which would allow for greater connectivity, create alternate alignments to alleviate congestion, and preserve the integrity of the Barrett Station community. Five months were spent observing the existing traffic patterns, studying potential alignments, meeting with stakeholders, and blending existing thoroughfare plans from Houston, Baytown, and Liberty County.

Upon completion of the study, EHRA prepared a thoroughfare plan illustrating a network and a hierarchy of thoroughfares within the study area. Information from surrounding jurisdictions were also considered in order to improve overall street network connectivity throughout the region. One outcome highlighted existing traffic conditions and Major Thoroughfare "gaps" were identified on the current City of Houston MTFP. These "gaps" are instances where the intersection spacing is many miles in excess of Chapter 42 requirements and are recommended to be addressed by increasing north-south and east-west connectivity. All recommendations for the MTFP amendments have carefully considered the following conditions, stakeholders, and existing plans:

- Thoroughfare plans for the City of Houston, City of Baytown, as well as Harris, Liberty, and Chambers counties
- Existing and future land use in the area based on modeled statistics by the Houston-Galveston Area Council (H-GAC)
- Existing and future traffic needs based on traffic counts by H-GAC
- Existing and future infrastructure improvements along US Highway 90, Interstate Highway 10, and the Grand Parkway, State Highway 99
- Site observations of traffic patterns, land use, and infrastructure conditions
- Interviews with HCPID and Harris County Precinct 2 officials, the San Jacinto River Authority, Grand Parkway Association, and Liberty County Precinct 4 Commissioner
- Relevant platting and development activity

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APPLICANT'S JUSTIFICATION and HISTORY:

In order to ensure greater connectivity and appropriate future levels of service, the MTFP amendments proposed by the applicant address the connectivity between the Barrett Station study area and the adjacent area of the City's ETJ. In April 2015, Harris County Commissioners Court formally adopted the thoroughfare alignments within the Barrett Station study area. Through the 2015 MTFP amendment process, a final comprehensive network connecting thoroughfares in Houston's ETJ and within the Barrett Station area will be finalized.

The proposed amendments to add/classify, reclassify, and realign streets will specifically address the needs of the Barrett Station, Crosby, north Baytown ETJ, and west Liberty County areas. This will be achieved by matching thoroughfare classifications where possible, elevating or lowering classifications that more closely reflects current and projected levels of service, and adding new alignments where needed. Finally, proposed deletions from the current thoroughfare plan will remove unrealistic routes. The following proposed amendments are grouped relative to their geographic location:

D1-D4: Adlong Johnson, Wolf Trot, Ramsey & Lord

Adlong Johnson Road, Ramsey Road, and Lord Road are local roads that are proposed additions to the MTFP. The extension and classification of Adlong Johnson Road from US 90/Beaumont Highway to E Lake Houston Parkway would provide greater north-south connectivity between Harris and Liberty Counties. This alignment would improve Major Thoroughfare route locations (based on 1 mile intervals) by removing duplicate alignments in Liberty and Harris Counties.

Ramsey Road is currently a north-south street parallel to and between Adlong Johnson Road and Miller Wilson Road. Extending Ramsey Road and designating as a Major Thoroughfare, thus realigning the existing Wolf Trot Road alignment, will provide an additional north-south Major Thoroughfare at an appropriate interval between Ramsey Road and Adlong Johnson Road. Wolf Trot Road first appeared on the MTFP in 1969 north of FM 1960, and in 1976 south of FM 1960. The proposed Major Thoroughfare has remained in the "to be acquired" status since its inception. This alignment is proposed to be deleted since it ends abruptly at the Houston ETJ line, thus providing no connectivity further to the south.

Lord Road is recommended as a new Major Collector as it provides east-west connectivity to and from US 90/Beaumont Highway and primarily residential areas. Lord Road is mostly located within Harris County's jurisdiction with only a small section within the City of Houston ETJ.

D-5 - D-11: Foley, Miller Wilson, Golf Club, Via Dora, Crosby Town Center, Street A

Foley Road first appeared on the MTFP in 1966 from Lake Houston Parkway to US 90, where it turned south and terminated at Decker Drive. The alignment and extent of Foley Road has been amended three times since then, and the Major Thoroughfare now extends east from Lake Houston Parkway and terminates at the City of Houston ETJ. The portion between Lake Houston Parkway and FM 2100/Humble-Crosby currently exists as "to be widened," while the rest remains as "to be acquired". Foley Road currently provides an east-west route for residential land uses near Lake Houston and ends at FM 2100 and thus does not provide east-west connectivity on the west side of FM 2100. Foley Road should be designated as a Major Collector and extended east of FM 2100 to Adlong Johnson Road to provide new east-west connectivity in the Crosby area.

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Miller Wilson Road first appeared on the MTFP in 1957. It currently has the same alignment that was proposed in 1957. The Major Thoroughfare is of sufficient width between FM 2100 and Highway 90, and has a ROW status of “to be widened” between Stroker Road and FM 2100.

Golf Club Drive first appeared on the MTFP as an independent Major Thoroughfare in 1972. In 1957, Hanna Nash Road provided a north-south Major Thoroughfare between E Lake Houston Parkway and Barbers Hill Road. In 1972, Barbers Hill Road was realigned further east to terminate at today’s South Diamondhead Boulevard, and Hanna Nash Road was revised to terminate at North Diamondhead/Hare Cook Road. Golf Club Drive was added to the east of Hanna Nash Road between North Diamondhead Boulevard and South Diamondhead Boulevard. The section of Golf Club Drive north of S. Diamondhead Boulevard is proposed to be reclassified to a Major Collector to serve the existing residential land uses along the corridor. Additionally, Golf Club Drive is proposed to be extended to the south as a new Major Thoroughfare between S. Diamondhead Boulevard and Via Dora Drive to improved connectivity and circulation.

Via Dora Drive first appeared on the MTFP in 1976, as Barbers Hill Road was downgraded to a local street from Crosby-Lynchburg Road to the east, and the Major Thoroughfare section between South Diamondhead Boulevard and US 90 remained. In 1978, the subdivision plat of Newport Sec 8 dedicated a portion of this Major Thoroughfare as “Via Dora Drive”. In 1992, an unnamed Major Thoroughfare was added between Lake Houston Parkway and FM 2100. Via Dora Drive was split at this location so that the thoroughfare would not cross the railroad. Via Dora Drive now exists between South Diamondhead Boulevard and the unnamed Major Thoroughfare to the west of the railroad and between the unnamed Major Thoroughfare and the ETJ line to the east of the railroad. Most of Via Dora Drive to the west of the railroad has been dedicated and a small portion of the unnamed Major Thoroughfare was dedicated in 2014 to the east where it intersects with Crosby-Lynchburg Road and was given the name “Crosby Town Center Boulevard.”

Via Dora Drive serves as a north-south street along primarily residential uses. Realigning Via Dora Drive and extending south will eliminate two ninety degree turns to allow a more efficient traffic flow. Extending the realignment to Beaumont Highway provides alternate north-south connectivity in the area where FM 2100 is the only north-south thoroughfare for about a mile. The EHRA/HCPID study proposes to extend this alignment further south to intersect with an existing grade separated interchange with US Hwy 90, and eventually even further south to intersect with FM 2100 south of Barrett Station.

Street “A” is a new addition to improve local circulation in the area. This alignment will provide access between FM 2100 and Via Dora Drive on the south side of a recently platted Crosby ISD high school site.

D-12 – D-14: Miller Road No. 1, Miller Road No. 3, Wallisville

Miller Road No. 2 and Miller Road No. 3 first appeared on the MTFP in 1957. Miller Road No. 2 extended between Mount Houston/Lake Houston Parkway and Market Street. Miller Road No. 3, in 1957, was named Miller Road No. 1 and extended between Beaumont Highway and an unnamed Major Thoroughfare to the east of Sheldon Road. What was called Miller Road No. 3 at this time existed as a local road that extended south from the turn in “Miller Road No. 1”. In 1966, the unnamed Major Thoroughfare was deleted from the MTFP and Miller Road

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No. 1 (today's Miller Road No. 3) was amended to terminate at Sheldon Road. In 1982, Miller Road No. 1 was amended into two sections (Miller Road No. 3 is introduced). Miller Road No. 1 extended from Beltway 8 east to the San Jacinto River and the alignment is changed to run parallel to US 90. Miller Road No. 3 extended from Beaumont Highway to Miller Road No. 1. At this point, Miller Road No. 1 was still "to be acquired." In 1997, Miller Road No. 1 was deleted from Beltway 8 to Miller Road No. 3 and the remaining portion is called Miller Road No. 3 between Beaumont Highway and the San Jacinto River. By 2003, Miller Road No. 2 remained in the same configuration since it first appeared on the MTFP and the entire length is either "to be widened" or of sufficient width.

Miller Road No. 3 is proposed to be deleted from the MTFP because it does not take into account any existing development factors. Instead, Miller Road No. 1 is proposed to take its place as a viable east-west thoroughfare. Miller Road No. 3 currently serves predominately industrial uses and connectivity into Baytown would result in undesirable comingling of industrial and single family uses. The applicant contends that it is unlikely that residential property owners will dedicate right-of-way for this purpose and the City of Baytown planning department expressed that such an alignment does not enhance connectivity in their jurisdiction.

Wallisville Road first appeared on the MTFP in 1957 from Oates Road to the east of the map boundary as "to be acquired". The extent was amended in 1976 to terminate at the San Jacinto River. From 1987 to today, Wallisville Road's ROW status designation between Sheldon Road to the river has been "to be widened," whereas, the segment west side of Sheldon Road has been mostly "sufficient width." Wallisville Road currently provides local circulation for industrial land uses. Further circulation east of its current intersection with Sheldon Road is reserved for riverfront residential properties. It is unlikely this alignment could be constructed because of the existing industrial uses in the way and the height of the roadway's elevation which would be required to keep the roadway out of the floodplain. Similar to Miller Road No. 3, it is unlikely that residential property owners will dedicate right-of-way and the City of Baytown Planning Department expressed that such an alignment does not enhance connectivity in their jurisdiction.

POTENTIAL ALTERNATIVES:

The P&D Department has identified the following alternatives to the proposed amendments by the applicant:

D-8: Golf Drive

Staff will evaluate the addition of Golf Club Drive between S. Diamondhead Boulevard and Via Dora Drive as a 4-lane, 80' ROW Major Collector instead of a Major Thoroughfare as proposed by the applicant. The proposed Major Collector classification allows for a smaller 80' ROW 4-lane street and a more flexible design as compared to the existing 100' ROW 4-lane Major Thoroughfare designation for the roadway.

D-11: Street A

Staff will evaluate the addition of Street "A" between Via Dora Drive and FM 2100 as a 2-lane 60' ROW Minor Collector instead of a Major Collector as proposed by the applicant. Given the existing development along FM 2100, the proposed Minor Collector classification allows for a smaller 60' ROW 2-lane street as compared to the existing 80' ROW Major Collector designation for the roadway.